

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4376.

H 三初月九年九十二緒光

THURSDAY, OCTOBER 22, 1903.

四拜禮

號二十月十英港

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARR'S BANK, LD.
THE UNION OF LONDON AND
SMITHS' BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 4 per cent.

TAKU HOSUMI,
Manager.

Hongkong, 17th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,000,000
Sterling Reserve \$16,000,000
Silver Reserve \$16,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
H. C. W. DICKSON, Esq., N. A. SIEB, Esq.
E. GOETS, Esq., H. W. SLADE, Esq.
C. MICHAEL, Esq., C. A. TOMES, Esq.
H. SCHUBERT, Esq., E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

On fixed deposits for 12 months at 4 per cent.

On fixed deposits for 6 months at 3 per cent.

On fixed deposits for 3 months at 2 per cent.

R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 per

cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000

PAID-UP CAPITAL \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq., J. Scott Harston, Esq.

Chow Tung Shing, Esq., J. Laus, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [15]

DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow.

Berlin. Calcutta. Tientsin.

TELEGRAMS: (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

HONGKONG HOTEL.

2000 TEN ROOMS

RECEIVED

Military Band during dinner on Saturday Nights.

Hongkong, 1st November, 1903. [17]

GUARANTY TRUST COMPANY OF NEW YORK

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VUEX ROAD.

General Banking and Exchange business

transacted.

INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:
For 3 months 2 1/2 per annum.

" 6 " 3 1/2 " "

" 12 " 4 " "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [68d]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES

OF AMERICA IN CHINA AND THE

PHILIPPINE ISLANDS.

Capital paid in Gold \$4,000,000

Surplus (Reserve) Gold \$4,000,000

Total Gold \$8,000,000

Capital and Surplus authorized, Gold \$10,000,000

—\$2,055,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

The Corporation buys and sells Bills of

Exchange, issues Letters of Credit and carries

on every description of Banking and Exchange

business. Money received on Current Deposit

Account at the rate of 1 per cent. per annum

on the daily balances, and on Fixed Deposit

as follows:

For 12 months, 4 1/2 per annum.

" 6 " 4 " "

" 3 " 3 1/2 " "

HONGKONG BRANCH:

20, DES VUEX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [1000]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per annum Fixed Deposits for 3 months.

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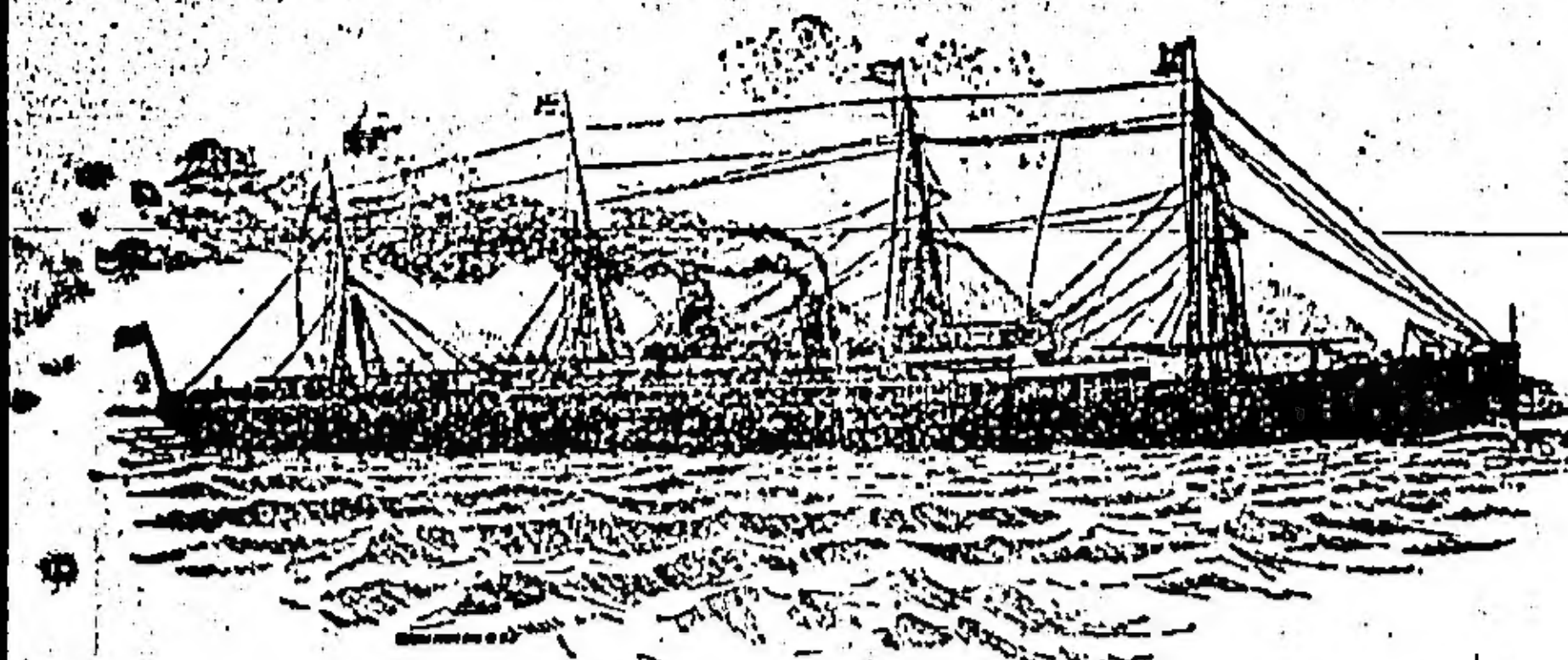
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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG

SHIP	TONS	DAY	TIME
"HONGKONG MARU"	6,377	WEDNESDAY, 23rd October, at Noon.	
"CHINA"	5,000	FRIDAY, 6th November, at Noon.	
"HOKUO"	4,784	SATURDAY, 14th November, at Noon.	
"NIPPON MARU"	6,307	TUESDAY, 24th November, at Noon.	
"SIBERIA"	11,284	WEDNESDAY, 2nd December, at Noon.	
"COPTIC"	4,352	WEDNESDAY, 9th December, at Noon.	
"AMERICA MARU"	6,307	FRIDAY, 18th December, at Noon.	
"KOREA"	11,276	SATURDAY, 26th December, at Noon.	
"GAELIC"	4,205	SATURDAY, 2nd January, 1904, at Noon.	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 23rd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 22nd October, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S.	TONS	DAY	TIME
"ATHENIAN"	3,882	WEDNESDAY, 11th November.	
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 18th November.	
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 15th December.	
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 13th January, 1904.	
"ATHENIAN"	3,882	WEDNESDAY, 27th January.	
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 10th February.	
"TARTAR"	4,445	WEDNESDAY, 24th February.	
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 9th March.	
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 30th March.	
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 20th April.	
"ATHENIAN"	3,882	WEDNESDAY, 27th April.	
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 11th May.	

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a week in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railways pass.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
SAXONIA	HAVRE and HAMBURG.	3rd Nov.	Freight.
BREMEN	(Calling at SINGAPORE and PENANG.)		
CANADIA	ANTWERP and HAMBURG.	16th Nov.	Freight and Passengers.
WAGNER	(Calling at SINGAPORE.)		
HAMBURG	HAVRE, BREMEN and HAMBURG.	20th Nov.	Freight.
SUEVA	(Calling at SINGAPORE and COLOMBO.)		
SUEVA	HAVRE and HAMBURG.	1st Dec.	Freight.
BORCK	(Calling at SINGAPORE and PENANG.)		
ARAGONIA	HAVRE and HAMBURG.	15th Dec.	Freight.
FORST	(Calling at SINGAPORE and COLOMBO.)		
NURNBERG	HAVRE and HAMBURG.	29th Dec.	Freight.
JABUR	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 19th October, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN,"	2,565 tons,	Captain H. D. Jones.
"POWAN,"	2,338 "	" G. F. Morrison, R.N.R.
"FATS LIN,"	2,250 "	" A. A. Dixon.
"HAK KOW,"	3,073 "	" C. V. T. d.
"KINSHAN,"	2,860 "	" J. J. Lus.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SLAVERY OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG HAN,"	1,998 tons,	Captain W. E. Clarke.
"LUNG SHAN,"	2,19 tons,	Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,"	563 tons,	Captain R. D. Thomas.
"SAINAM,"	588 "	" B. Branch.
"TAK HING,"	518 "	" T. A. Webster.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONG KONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, 106 HOUSE STREET,
Between Queen's Road and Des Vaux Road.

LADIES' SPECIAL TOILET ROOM.

964e PATRONAGE RESPECTFULLY SOLICITED.

THE MUTUAL STORES,

GENERAL STOREKEEPERS,

WINE AND SPIRIT MERCHANTS,

25, Des Voeux Road Central, Hongkong,

and

Shakee Street, Canton.

SOLE AGENTS FOR

"KIRIN" LAGER BEER.

PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of

HEINZ FAMOUS PICKLES & PRESERVES.

FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS, Tel. 68.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co

CONNAUGHT HOUSE

954c

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms elegantly furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms apply to

Hongkong, 1st November, 1903.

THE MANAGER.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.5
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 17th, 1903.

1573e

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager.

KOWLOON

J. W. OSBORNE, Proprietor.

THEATRE ROYAL

CITY HALL

THIS EVENING

(THURSDAY, THE 22ND OCTOBER,

BOXING

CONTEST

R. JONES, of H.M.S. "AMPHITRITE,"

versus

S. NEWMAN

Also

15-ROUND AND 8-ROUND

PRELIMINARY

Doors open 8 P.M. Commence 9 P.M.

PRICES:

STAGE SEATS, 5s; 3s; 2s; and 1s.

J. CHRISTIE,

Promoter.

Hongkong, 22nd October, 1903.

1562e

HUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING

of HUMPHREYS ESTATE AND FINANCE, CO., LIMITED, will be held at the COMPANY'S

OFFICES, Nos. 25 and 26, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the

1st day of October, 1903, at NOON, when the

SUBJOINED RESOLUTIONS will be proposed, viz:—

1. "That the Capital of the Company

be increased from \$1,000,000 (divided

into 100,000 shares of \$10 each) to

\$1,500,000 (divided into 150,000 shares

of \$10 each) by the creation of 50,000

new shares of \$10 each to be offered and

if accepted to be allotted to the present

shareholders of the Company at par in

the ratio and proportion of one new

share for every two old shares in the

Company held by the respective share-

holders thereof, the amount payable on

each of such new shares respectively to

be paid at such time or times and in such

manner as the Company by its General

Managers may hereafter determine.

2. "That Article No. 12 of the Articles

of Association of the Company be sub-

stituted therefore, and the following Article sub-

stituted therefore:—

"The remuneration of the General

Managers shall be \$4,000 per annum

(which shall cover office rent but

not salaries of Secretary and other

employees) and a commission of 5

per cent. of the net profits of the

Company for each year, that such

profits amount to 7 per cent. of the

Capital of the Company.

Should the above Resolutions be duly passed

they will be submitted for confirmation to a

SPECIAL RESOLUTIONS to a SECOND

EXTRAORDINARY GENERAL MEETING

which will be subsequently convened.

Dated this 19th day of July, 1903.

JOHN D. HUMPHREYS & SON,
General Managers.

951e

HONGKONG JOCKEY CLUB.

NOTICE

THE HALF-YEARLY GENERAL

MEETING of MEMBERS of the

</

SHIPBUILDING IN AMERICA
LAGGING.

Very little of an encouraging nature concerning shipbuilding in the American merchant marine in the foreign trade of the United States is to be noted in this year's Blue Book of American Shipping, which is just from the press. Rather, indeed, is foreign shipping still dwindling, since no new vessels have been ordered for this service. The Blue Book, issued annually by the Marine Review of Cleveland, is a statistical publication and also a directory well known in shipping and shipbuilding circles throughout the country. It contains, as an introduction, a review of conditions prevailing in these lines, from which the following is taken:

Not a single contract has been left for a vessel for the foreign trade of the United States during the past two years. Here is a country whose exports are unrivalled among the nations of the earth without a single ship ordered for two years to carry away its freight. Could any one thing demonstrate more clearly than this the need of government aid for shipping? Except on the great lakes, where the industry is peculiarly a special one protected by the coasting regulations, there is little encouraging to report regarding shipbuilding in the United States.

Orders have become few and far between. During the fiscal year ending June 30 last, 1,536 vessels of 456,076 gross tons were built in the United States, compared with 1,557 vessels of 473,981 gross tons for the previous fiscal year. Vessels now under construction indicate a further lessening output for the coming fiscal year. The principal decrease for the past year has been in steel steamers, built on the great lakes, which number forty-one of 161,797 tons for the preceding year. The previous year was one of greatest output in the lake district. On the seaboard eighteen ocean steel steamers of 161,471 gross tons were built, the largest output of the type in our history.

EIGHTEEN STEEL STEAMERS BUILT.
Eighteen ocean steel steamers in this continent, covering a country of 70,000,000 souls. Nor were these all for over-sea trade. Only five of them can properly be credited to that service—the Finland for the Red Star line, the Massachusetts, Mississippi and Maine for the Atlantic Transport line, and the Siberia for the Pacific Mail Steamship company. The Red Star and Atlantic Transport lines are now controlled by the International Mercantile Marine company. All these ships were ordered over two years ago to fill the places left vacant on the stocks. A few contracts have been received by the coast shipyards for some splendid vessels for the coastwise service. These include a sidewheel passenger steamer and a freight steamer for the Fall River line, the former to cost \$1,000,000 and the latter \$400,000, and both to be built by the Fore River Ship & Engine company, Quincy, Mass.; a 400-foot passenger and freight steamer for the Mallory line of New York and a similar vessel for the Ocean Steamship company, of Savannah, both to be built at the Roach shipyard, Chester, Pa.; a 300-foot steamer for the Clyde line, to be built by the Cramps, of Philadelphia; a steamer for the Eastern Steamship company, to be about 350 feet long, two steamers for the Ericsson line, each 203 feet long, all to be built by the Harlan & Hollingsworth company, Wilmington, Del., and four dredges for government service to be built by the Maryland Steel company, Sparrow's point, Md. These embrace all that are of any importance.

Since the Spanish-American war naval contracts have been well distributed among the coast shipbuilders. During the year contracts for four battleships, two armoured cruisers and two gunboats have been given to them.

TWO MORE BATTLESHIPS PLANNED.
Contracts for two more battleships are about to be given, and in addition, the New York navy yard is building one battleship. Forty-one warships are at present under construction, representing a displacement of 338,948 tons, a total horsepower of 415,500, and costing for hulls and machinery \$90,314,516. Concerning the failure of the United States Shipbuilding company, the Blue Book says:

"The unfortunate plight of this company is no reflection whatever upon shipbuilding as a thoroughly sound and excellent business. It is merely another evidence of the folly of supposing that values are created by artificial means. A plant is worth no more than it can earn."

A foreview of shipbuilding on the great lakes does not show many orders in abeyance. A year ago, the shipyards were filled with orders for a full year ahead. But that is not the case now. The lake shipyards, broadly speaking, are now well up with their work. If they had to do so they could probably turn out all orders on hand within six months. Those best informed, however, do not take a dubious view of things on the great lakes. The industry, as stated before, is special; the ships are not like other ships; the shipping is not like other shipping; it is not made up of a multiplicity of things as is ocean carriage, but is confined to a few items in bulk; these items are likely to continue to be moved for years in a constantly ascending scale, and ships will continue to be built to carry them.

Moreover, a fair part of existing tonnage on the lakes is wooden; it is old and decaying, and must go the way of all craft; and it must be replaced by new and more modern carriers. Thus shipbuilding on the lakes for many years is assured, although the number of orders for the coming year will fall considerably off the business of any of the past three years.

Tax battleship *Infatigable* has been brought under the auctioneer's hammer, having been condemned by the Admiralty as unfit for further service. The vessel cost nearly a million sterling to build twenty-two years ago, and was knocked down for \$250,000. The *Infatigable* took part in the bombardment of Alexandria. A considerable number of foreign ships had come down to anchor, but they refused admission to the dockyard.

Auction.

GOVERNMENT NOTIFICATION
No. 662.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 26th day of OCTOBER, 1903, at 3 P.M., are published for general information.

By Command, F. H. MAY, Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of October, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency, the Governor, of One Lot of CROWN LAND, at Robinson Road, in the Colony of Hongkong, for a term of 25 years with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

LOCALITY.		Boundary Measurements.	Containing in Acres.	Containing in Square Feet.	Annual Rent.	Upset Price.
Lot 1 of Sale.	Robinson Road.	401 p.	85.6	14,994	200	\$477

Notice of Firm.

THE PUBLIC are hereby notified that the undersigned are the SOLE AGENTS for the above mentioned Lot in this Colony. MIDZUSHIMA & CO.
Hongkong, 8th October, 1903. [12286]

Intimations.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the Undersigned Forts and on the dates mentioned opposite, at moving targets:

Stonecutters' South Shore, on the 27th October, in a South-Westerly direction.
Stonecutters' West, on the 30th October, in a Westerly direction.
Lyemur (Pak-shan), on the 4th November, in a South-Easterly direction clear of Futau Chau.
Practice will commence at about 8 A.M. daily, and end at about 10 A.M. daily if the range is clear.

By Command, F. H. MAY, Colonial Secretary.
Colonial Secretary's Office, Hongkong, 15th October, 1903. [12706]

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 25 lbs. net \$2.86 ex Factory.
SHEWAN TOMES & CO., General Managers.
Hongkong, 15th October, 1903. [19]

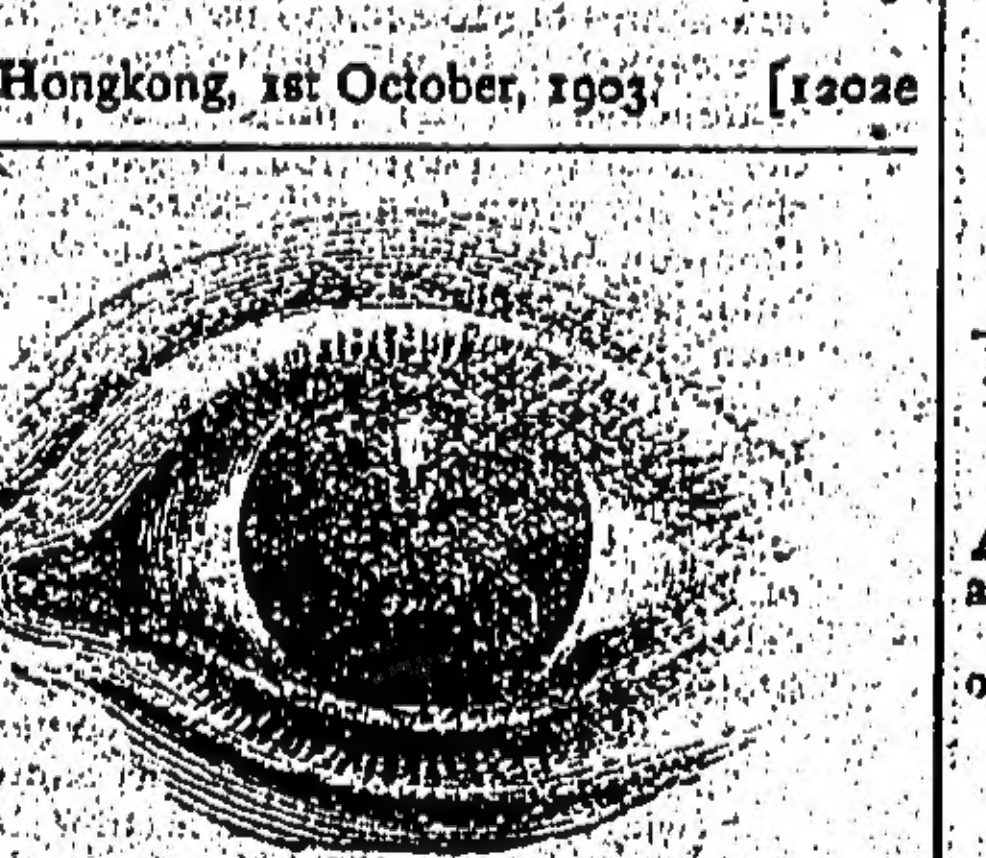
MADAM FLINT & CO.

IMPORTERS OF FRENCH MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED during the Summer Months.

PRICES MODERATE

CONNAUGHT HOTEL: Rooms 4 and 5.
Hongkong, 1st October, 1903. [12026]



N. LAZARUS, OPHTHALMIC OPTICIAN
OF LONDON AND CALCUTTA.

SIGHT TESTED

LENSES for the correction of Astigmatism ground on the premises.

Specialties and Eyeglasses in all styles and metals.

Consulting Room
No. 16, Queen's Road Central.

Nearly opposite the Hongkong Hotel with entrances through shops of R. Houghton, Tailor.

DAVID BENJAMIN, Manager.
Hongkong, 21st June, 1903. [184]

Intimations.

JAVA-CHINA-JAPAN L.I.N.
設華中國日本有蘭輪船公司
REGULAR STEAMSHIP LINE FROM
JAVA TO CHINA AND JAPAN,
AND BACK.

THE HEAD AGENCY of the above Company has been OPENED at No. 3, DUDELL STREET.
R. BISSCHOP, General Agent.
Hongkong, 5th October, 1903. [12136]

THE ROBINSON PIANO Co., LTD.

NOTE ENTIRELY NEW STOCK
to arrive this month. Specially and most carefully chosen, direct FROM THE FACTORIES

BY OUR **MR. ROBINSON**
NOW IN EUROPE.

GREAT REDUCTIONS
in our present stock of Pianos and Musical Goods.

A quantity of old music still left, being sold very cheap. Call in and see what we have. All enquiries will be most courteously and promptly answered.

THE APOLLO PIANO PLAYER
RECITALS DAILY
Price from \$450 up.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.
Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."
Hongkong, 22d September, 1903. [4156]

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAT MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & C. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
HONGKONG, 10th May, 1904. [8]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1903. [5954]

LEVY HERMANOS
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.
407, QUEEN'S ROAD, Watson's Building.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 28th November, 1902. [12906]

THE HONGKONG STUDIO
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPIING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.
PRICES VERY MODERATE.
Hongkong, 15th September, 1903. [11304]

Intimations.

CONFIDENCE
said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION
has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, etc.—Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust it to forever after. It cannot disappoint. Effective from the first dose. Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

Kabuto Beer
PURE

DELICIOUS REFRESHING
may now be had in Cases of
4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,
3, DUDELL STREET.
1st September, 1903. [6506]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE HOUSE ROAD.
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong, 21st September, 1903. [416]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 26, Connaught Road Central.
Hongkong, 9th February, 1903. [20]

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME. Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.
GRIMAULT & Co., Paris, sold by all Chemists.

NOTICE.
THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 10th May, 1903. [51]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU H. Fraser	KOBE and YOKOHAMA	FRIDAY, 23rd Oct., at Daylight.
KINSHU MARU T. Harrison	ROMBAY, VIA SINGAPORE and COLOMBO	MONDAY, 26th Oct., at 4 P.M.
BOMBAY MARU T. Mural	MOJI, KOBE and YOKOHAMA	FRIDAY, 30th Oct., at Noon.
WAKASA MARU J. B. MacMillan	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 31st Oct., at Daylight.
YO MARU C. H. Butler	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Nov., at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 19th October, 1903.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
FRANTS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

"COROMANDEL."
Captain G. M. Montford, carrying H.M. Mails, will be despatched from this for BOMBAY, on SATURDAY, the 24th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 1 P.M. the day before sailing. The Contents of Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th October, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA
KOBÉ AND YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Shawmut	9,606	W. M. Smith	Nov. 14
Olympia	2,837	A. Dixon	Nov. 23
Tacoma	2,812	M. Ridley	Dec. 15
Victoria	3,502	J. Truebridge	Dec. 19
Trenton	9,606	T. W. Garlick	Dec. 24
Loyal	4,417	G. V. Williams	Jan. 21

† Cargo only.

Steamers marked (*) have no passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further Information as to Freight or Passage, apply to
DODWELL & CO., LIMITED,
General Agents,
Hongkong, 17th October, 1903. [874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 23rd October, 1903. [1111W]

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS-POSTES FRANÇAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 3rd November, 1903, at 1 P.M., the Company's Steamship, "YARRA," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSAILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 2nd November, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 21st October, 1903. [10046]

To be Let.

TO LET.
CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Room, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. BETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [1916]

TO LET.

HOUSES in WONG NEI CHONG ROAD. FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. GODOWNS at BOWRINGTON, PRAYA EAST, No. 1, RUPON TERRACE in Flats.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th October, 1903. [12002]

TO LET.

OFFICES now in course of erection on CONNAUGHT ROAD (New Praya) between Blake Pier and Queen's Buildings. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 23rd September, 1903. [1112a]

GODOWN TO LET.

NO. 155, PRAYA EAST, Spacious Two-storied Godown, Suitable for Yarn or Coal. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 20th July, 1903. [19776]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 91 and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 22d February, 1903. [1128d]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

EYES

AVOID ALL RISK OF OUTBREAK BY USING
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 21st October, 1903. [1111W]

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

PORTUGUESE MINISTER TO CHINA.

DEPARTURE FROM LONDON.

(From Our Correspondent.)

Macao, 21st October.

His Excellency the Governor of Macao received a telegraphic despatch from Lisbon to-day to the effect that H. E. Conselheiro José d' Azevedo Castello Branco, Portuguese Minister to Peking, left the Portuguese capital to-day on his way to China to again take charge of the Portuguese legation in Peking.

(Reuter's.)

The Disappearance of Miss Hickman.

LONDON, 20th October.

The body of the long missing Miss Hickman has been discovered in an enclosed plantation in Richmond Park. The head was severed from the body, seemingly by rats.

The Collision of Battleships.

There were no casualties in the collision between the *Prince George* and the *Hannibal*. Admiral Lord Charles Beresford reports that the *Hannibal* rammed the *Prince George* during a turning movement.

The Balkans.

Bulgaria has agreed to disband 10,000 more Reservists and Turkey 20,000.

LATER.

Despite the seeming truce in the Balkans it is significant that 37 battalions of Turkish recruits have been called out in the vilayets of Salonika, Monastir and Kavasso; twenty-three battalions called out in Anatolia are coming to Salonika and two battalions have arrived at Salonika from Smyrna.

The Alaska Boundary Award.

A draft of the Alaska Boundary award has been signed by three of the American Commissioners and Lord Alverstone, but both the Canadians, Sir Louis Jetté and Mr. Aylesworth, refused to sign any part and walked out of the room. Their attitude has caused a painful impression.

(Japanese Exchanges.)

The Struggle for Korea.

RUSSIAN VICEROY'S DELICIOUSITY.

LONDON, 19th October.

The *Times*, in a leading article on the situation of affairs in the Far East, attributes the bellicose attitude of Viceroy Alexieff to M. Pavloff (Russian Minister to Korea).

While depicting the rashness of the Viceroy's attitude, the *Times* nevertheless declares that circumstances are conceivable when inaction would become both imprudent and impracticable for the Allies (Great Britain and Japan).

The *Morning Post* urges Mr. Balfour, as Premier, to hasten on military preparations in view of the possibility of British intervention proving necessary.

The *Naval Review* states that Russia permits Japanese emigration to Korea under certain conditions only. The same paper asserts that Manchuria is traversed by Japanese spies.

The *Archimandrite Khryzostoff* has declared that the Korean people heartily sympathise with Russia, and that many of the Koreans have been baptized into the Greek Church.

Japanese Securities.

FURTHER DROP DUE TO REMOVED LANDING OF TROOPS IN KOREA.

LONDON, 19th October.

The new Five Per Cent. Consolidated Bonds subsequently fell three and a half points in consequence of the rumoured landing of a Japanese force at Masampo.

Four Per Cents. fell two points. The *Five* have risen again slightly to-day.

[From private sources we (Kobe Herald) learn here to-day that the stock has recovered two points on the London market.]

THE AMATEUR DRAMATIC CLUB.

The Amateur Dramatic Club will present *Lord & Lady Alcy* about the middle of November next, and the piece is now in active rehearsal. The following is the complete cast:

Duke of Dromedary... Mr. H. W. Bird.
Marquis of Quimby (his elder son)... Mr. John Hays.
Lord Algernon Chetland... Mr. H. T. Butler (his younger son).
Hon. Crosby Jethro (of the Coldstreams)... Capt. Bushy, R.A.
Capt. Standridge (of the Coldstreams)... Mr. F. Hayley Bell.
Barabon Turway... Surgeon Norris, R.N.
Richard Annesley... Mr. A. Chapman.
Montague Denton... Lieut. Davidson, R.A.
Mr. Jeal (a reporter)... Lieut. Hodgson, R.A.
Kinch (a sheriff's officer)... Mr. Hudson.
Swenson (alet to Lord)... Mr. P. Goldring.
Mawley-Jemmett (Lord)... Mr. M. D. Silva.
Wyke (Turway's foot)... Major Baker Brown (man).
Lady Algernon Chetland... Mrs. Grace.
Lady Pamela Mallinson... Miss Hazelwood.
Outline Mallinson (her niece)... Mrs. Fullerton.
Emily Carlew... Mrs. A. Chapman.
Mr. Brabazon Turway... Mr. M. D. Silva.
Mr. Yokiel (her mother)... Mrs. Baker Brown.

CANTON INSURANCE OFFICE, LIMITED.

ANNUAL MEETING.

The twenty-second ordinary general meeting of the Canton Insurance Office, Ltd., was held at the offices of the general agents, Messrs. Jardine, Matheson & Co., at noon to-day. The Hon. C. W. Dickinson presided, and there were also present the Hon. J. P. Chater, C.M.G., Messrs. F. Maitland, J. H. Lewis, E. Shellim (consulting committee), Messrs. R. C. Wilcox, H. C. Wilcox, Ho Fook, Lo Cheung Shiu, G. L. Tomlin, A. Turner, S. A. Joseph, C. Rogge, A. Brooke Smith, K. McK. Ross, P. Tester, J. Gosmann, F. D. Goddard, A. G. Morris, J. Whitall, Chen Sam, Tam Hock Se, Ho U Shang, and G. T. Velich (secretary).

The Chairman said:—With your permission we will take the report and accounts which have been in your hands since the 26th ult. as read. In presenting these for your confirmation the general agents and consulting committee trust they will meet with your approval. An increase of 2% in the dividend declared, the addition of \$50,000 to the reserve fund, the carrying forward of an amount in excess of last year and the setting aside of a substantial sum as the nucleus of a re-insurance fund, all show the satisfactory working of the office for 1902. Your committee have been induced to start this re-insurance fund in order to enable the office to carry somewhat larger lines, than it would be prudent to do otherwise, and because it has been proved that over a series of years the first class risks we had to re-insure, in order to keep within the limits which prudence dictated, resulted in a very satisfactory profit. A portion of this profit we hope in future to retain for ourselves, if the same good fortune attend the business, and yet be able to fully reciprocate with those companies which place excesses with us. You will have noticed the omission from the present report of an estimate of the present year's working. It is not possible to get in from our various distant agencies such full returns as would enable us to put before you a statement, which could in any sense be called approximate, and with the possibility of unintentionally misleading you, your committee have concurred in the general agents' proposal to henceforward discontinue the practice of publishing such an estimate. I am happy, however, to be able to state that up to date the preliminary income of the present year is considerably in excess of last, and our known losses are approximately the same notwithstanding mishaps of perhaps an exceptional nature, amongst which I may specially instance the frequent fires on board homeward bound steamers from the East, the una-estimated cause of which is a source of anxiety to all Marine Underwriters. I do not know of any further remarks I can usefully make, but I shall be pleased to reply to any questions that may be asked.

There being no questions, the chairman proposed, and Mr. Tomlin seconded, that the report and accounts as presented be adopted and passed.

CONSULTING COMMITTEE.

The Chairman proposed, Mr. Turner seconded, and it was agreed that the appointment of Mr. E. Shellim to the Consulting Committee vice Mr. D. M. Mosses, resigned, be confirmed, and that the Hon. Sir Paul Chater, Messrs. D. E. Brown, F. Maitland, J. H. Lewis and E. Shellim be re-elected to that committee.

AUDITORS.

On the proposition of the Chairman, seconded by Mr. H. C. Wilcox, Messrs. W. H. Potts and R. C. Wilcox were re-elected auditors.

The Chairman:—That concludes the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow. I thank you for your attendance.

ACCIDENT TO THE FRENCH MAIL "SYDNEY."

The Hongkong agent of the Messageries Maritimes, writing under to-day's date, says: The M. M. s.s. *Sydney*, with Marseilles mails of the 4th October, has unfortunately broken her screw-shaft on her way to Aden. The mails and cabin passengers have been transferred to the P. & O. S. N. Co's s.s. *Britannia*, which left Aden on the 19th instant. Other passengers and cargo will follow by the M. M. s.s. *Himlaya*, which is expected to sail from Aden on or about October 25th.

THE CRICKET DINNER.

In responding to the toast of the evening at the Interport cricket dinner at Shanghai last week Mr. R. Hancock said the match was very keenly looked forward to in Hongkong, and great were the rejoicings when the troops were finally won over and the team made up. The hospitality of Shanghai was proverbial and the team had had a most delightful time. Their expectations so far had been more than realised; from the moment of their arrival they had been received with open arms; they had been put up not for one club, but for all the clubs, and on behalf of the members of the team he wished to return their best thanks to the committee of the clubs for their courtesies. In regard to the match itself a good deal depended on luck and a good deal on winning the toss. (Laughter and applause.) Hongkong had been fortunate enough to win the toss, and thanks to the batting of Messrs. Lumsden and Turner, they had run up a good score. (Applause.) They were very pleased to have wiped out the defeat of two years ago, but they hoped next to have the pleasure on their own ground of giving Shanghai another opportunity to recover their laurels. (Applause.) The Shanghai team had played a most sportsmanlike game and could not have taken their defeat in a better spirit. Before putting down he wished to ask the members of the Hongkong team to drink to the health of the Shanghai team.

The *N. C. D. News* says the visitors accordingly did their best to make an ringing cheer and an effective "yell" as if they had been a team.

PLUCKY ACT IN HONGKONG HARBOUR.

SAILING BOAT UPSET.

FOUR PERSONS RESCUED.

With the cross currents and variable winds which prevail in Hongkong, it is surprising that accidents to sailing craft in the harbour are not more frequent; above all at this time of the year, when, owing to the changing monsoon, frequent short periods of comparative calm are succeeded at irregular intervals by short gusts of stiff breeze. Yesterday afternoon at about 3 o'clock, a very serious accident of this kind did occur, which, had it not been for the plucky conduct of Mr. Lyons, one of our Hongkong Sanitary Inspectors, would most certainly have terminated in a serious loss of life. At the hour already mentioned, Mrs. Dawson, wife of the captain of the *Taiyuan*, a steamer belonging to Messrs. Butterfield & Swire, went out for a sail in a boat, engaged at Ah King's slipway. Watched, taking with her three children—two boys aged respectively thirteen and six, and a little girl of four summers. All went well for a time and, notwithstanding that the sea was somewhat choppy, the members of the little party were enjoying the spin along the Praya-front, when, as the little craft was opposite a point on shore situated between Heard Street and Observation Pier, and about 80 yards from the shore, she was struck by a sudden squall, overturned and her occupants precipitated into the water. Fortunately, Mrs. Dawson, who could swim a little, managed to keep herself afloat, the two youngest children succeeded in clinging to the sail, and the eldest boy, a fairly good swimmer, was able to look after himself, though, owing to the rough water and the fatigue which was fast overcoming them, they were all in urgent need of assistance.

Inspector Lyons, who when passing along the sea wall, and had seen the accident, threw off his helmet and jacket, sprang into the harbour and made for the sinking party. Though a powerful swimmer, he encountered great difficulty in reaching the scene of the disaster, as the tide, which was very strong, was running in an opposite direction. On reaching the overturned boat, on which the waves were breaking so heavily that, from the shore, it was difficult to perceive whether or no the victims of the accident were still afloat, Lyons seized hold of the two children, who, though still clinging to the sail, were fast losing consciousness through the buffeting of the waters, and kept them afloat. Fired by the splendid example given them, several Chinamen from a junk jumped into a couple of dingies and followed the Inspector and, on reaching the capsized craft, the two youngsters were lifted aboard one of them. Lyons then swam off to Mrs. Dawson, who, now completely exhausted, was being carried away by the tide. He succeeded in supporting her until a dingy reached them and she was pulled into it. Turning his attention to the eldest boy, who was some distance away by now, and, though still struggling, seemed likely to sink before assistance could reach him, Lyons swam hard to the rescue and just succeeded in grasping the lad as he was sinking for the last time. He was taken into the dingy in a semi-conscious condition. The rescued party was taken on shore and, after receiving every attention and a change of raiment at the Inspector's house, in Morrison Hill Road, they were conducted to the Hongkong Hotel, where they are residing. We learn that none of the sufferers have felt any serious injury from their submersion, and the probable gratitude of Captain Dawson, who arrived with the *Taiyuan*, from Japan, this morning, must be easier to imagine than to describe. To Inspector Lyons we tender our sincerest congratulations for the dogged pluck and unselfish devotion of which he has given such admirable proof, and it would be difficult indeed to find a more fitting instance of the dogmatism of the Bellini Medal. Indeed, we are convinced that the authorities would render justice to the occasion by recommending the Inspector's conduct to the attention of the Royal Humane Society.

ALLEGED STABBING AFFRAY.

NEAR THE COSMOPOLITAN DOCK.

At about twelve o'clock last night, a fireman from P. & S. steamer *Triton*, at present in the Cosmopolitan Dock, who was returning from visiting a friend near Yaumati, was accosted by three natives, who asked them to return the money which he had borrowed some time before. The fireman told them that they had made a mistake, and that he did not owe any money. Thereupon one of the natives seized upon the fireman and a scuffle ensued, during which his opponent took out a clasp knife, slashed him in the abdomen, inflicting a dangerous gash, and took to his heels. The injured man, pressed his hands to the wound and ran to the dock, but fell unconscious as he was ascending the gang way to his ship. He was at once attended to by the ship's doctor and then sent on to the Civil Hospital, where he was received in a critical condition. We understand that the police are on the track of the culprit.

THE RIVER RUN.

FRENCH SUBSIDY.

(From Our Correspondent.)

Happongy 18th October.
I have on good authority that certain vessels, plying between your port and Canton, have been endowed with a subsidy from the French Government of two million francs, for a period of ten years, and that negotiations are pending for the transfer of the whole fleet together with the conventional rights to the Compagnie des Chargeurs Réunis. I have reason for believing that the subsidy of two million francs is to be paid out of the Indo-China revenue.

LONDON SCHOOL OF TROPICAL MEDICINE.

MEDICINE.

Dr. Alex. Reenie, hon. sec. and treasurer of the local committee of the above institution, forwards us the following list of subscriptions for enlarging and endowing this School, which was inaugurated in October, 1899, and affords practical instruction in the diseases of warm climates to medical men, proceeding to the East as officers in the colonial service, as private practitioners, or medical missionaries. That the School has amply justified its foundation may be judged from the fact that although barely three years have elapsed since its inauguration, the accommodation is found to be inadequate for the number of students availing themselves of its instruction, and more room is required both for tutorial and laboratory work. The School is almost self-supporting, but funds are required to cover the cost of this extension, and, if possible, to form a permanent endowment fund.

Sir Francis Lovell visited the East in 1902 with the object of raising funds. Owing to the claims of several other funds, the response in Hongkong has not been so hearty as anticipated. The list of subscriptions is as follows:—
Messrs. Jardine, Matheson & Co. \$500
The Hongkong & Shanghai Banking Co. 500
Messrs. David Sassoon & Co. 500
E. D. Sassoon & Co. 500
Sir Wm. M. Goodman 100
Messrs. Gibb, Livingston & Co. 100
Bradley & Co. 100
Chater and Mody 100
Hongkong Hotel Co. 100
Hongkong & Kowloon Wharf & Godown Co. 100
E. A. Hewett, Esq. 100
R. Sheehan, Esq. 100
Messrs. Palmer and Turner 50
Kinghorn and MacDonald 25
Linstead and Davis 25
Leigh and Orange 25
S. J. David & Co. 25
Benjamin, Kelly and Potts 25
P. F. Talati & Co. 25
V. H. Deacon, Esq. 25
John Hastings, Esq. 25
Mr. Ho Tung 500
Ahmet Rumjahn 25
Wong Kum Fook 25
Ho Kom Tong 25
Ho Fook 25
Lau Chin Ting 25
Wong Ki Sam 25
Chan Kang Yue 25
Chan Hwan 20
Tung Lau Hook 25
Leung Yau Po 25
Wong Chuen Yau 25
Lau Wai Chuen 25
Yung Kin Fong 25
Kwok Siu Lau 25
Tong Lai Chuen 15
Lee Yick 20
Fook Hing 20
Chow Dart Tong 25
Leung Pui Chi 25
Lo Cheung Shiu 10
Wong Lai Sang 10
Kwan King Leung 10
Francisco Tse Yat 25
Lau Chu Pak 10
Total \$3,530

THE NAVAL CONFERENCE.

AT SINGAPORE.

The *S. F. Press*, of 14th inst., states:—This morning the meeting of the "Three Admirals" off Kuala Johore came to an end. H.M.S. *Glory* with Admiral Sir Cyprian Bridge, accompanied by H.M.S. *Alacrity*, proceeded direct to Hongkong. Admiral Fanshawe, in the *Royal Arthur*, (which left Singapore roadstead yesterday with a mail and anchored for the night at Kuala Johore, goes thence direct to Fremantle. H.M.S. *Box* leaves Kuala Johore also this morning with Admiral Atkinson-Willes and does not again call at Singapore in passing through on the way to Colombo. The conference must have been of a memorable character and although necessarily confidential, it is proper to assume that its proceedings have been of a genuinely radical nature. For the Australian Government, which has happily agreed to an increased mobility in its subsidised squadron of defence, the conference will afford a new justification of that departure in policy. The true reform of defence is always to hit first in case of expected attack, and in hitting first to hit as hard and as heavily as possible. In naval warfare even more than in military warfare is this a vital principle, and to no nation in the world more than the British Empire is the enforcement of such a policy essential when the responsible naval authorities decide that the occasion arrives. Only if this principle be regarded as the inspiring motive in defence can we agree to the retention of the phrase "Defence, not Defence," which is the national motto of the British Volunteer service. It is a good thing that Australia has come to see that its soundest defence is instant participation in naval attack, and we can imagine no motto more typical for our navy than "Hit first, hit hardest, hit oftenest." Which is the whole duty of the Handy Man of all ranks, the prime responsibility resting on the Admirals who wield the several squadrons of the Imperial Navy, and on the Admiralty, who, at national crisis, should impel rather than restrain. If the conference of the three Admirals conduces to the greater mobility, greater swiftness of concentration, greater efficiency in co-operation, and a clearer grasp of the essentials of our Imperial naval strategy in the Far East then it will have done a great service to the Empire. And the fact that this is but the first of a series of annual conferences is an assurance that all the advantages to be anticipated from the meetings of the Admirals-in-Council will be but enhanced as the years go on.

THE STRAITS CURRENCY.

The following letter, signed "X. Y.," dealing with certain aspects of the Straits Settlements Currency Question, is published in the *Standard*—

When in May last the report of Sir David Barbour's Commission was published, and it became known that the Straits Government would adopt the scheme therein recommended, the Straits merchants in London held a meeting, at which a recommendation was proposed and adopted that the ratio of the new Straits dollar in relation to the sovereign should be fixed at ten to one, or equivalent to 2s. per dollar. Silver was then at about 22d., and the demand rate in the Straits at rs. 8d. so the ratio proposed was found reasonable enough by most people at that time; but in a few months, in consequence of an unexpected rise in silver, the demand rate has gone up in the Straits to about 2s. 6d., and may go higher still. What would now happen if the 2s. ratio had been adopted? We should see suddenly all new dollars withdrawn from circulation, to be converted into bar silver, and at the same time we might see all bankers and merchants bringing to the Government large amounts of gold, with the intention of getting, at 2s. apiece, Straits dollars of a higher intrinsic value. It is to be hoped that the Straits merchants will have recognised their error and will lose no time in sending in to the Straits Government a corrected recommendation. The very best thing that could be recommended by them is, no doubt, that the Government should, even in this question of ratio (as Sir David Barbour has done in all principal points of his scheme), follow as near as possible what has been done with undoubted success in India. The ratio of the rupee having been fixed at rs. 4d., and considering that the dollar is equal in weight to about 2.13 rupees, the ratio of the dollar should be naturally fixed at 3s. 1d.

DOCKING FACILITIES.

A correspondent of a Ceylon paper says:—"We understand that no first class cruisers will be sent to the East Indies Station till the new docks at Bombay and Colombo are completed. It would be the height of absurdity to send cruisers to a station where they cannot be docked yet; that is what some Indian papers are clamouring for. At the present time there is not a dock on the great Eastern route between Malia and Singapore capable of taking a big cruiser or battleship." The *S. F. Press*—With regard to new dock accommodation at Colombo we see it stated that, subject to home and local approval, the harbour authorities hope that when the breakwater is completed they will be in a position to proceed with the construction of the inland wet dock. It is also mentioned that there is a possibility of the walls of the wet dock being shifted slightly to avoid the rocky ground, so that there would be mud excavations instead of rock. The Naval Conference at Singapore just closed, suggests the question of the long-contemplated new dock for Tanjong Pagar. This is understood to be conceived on a large enough scale to take anything now afloat in the Far East or likely to be for years to come. The true economy in the long run will lie in the providing of sufficient margin for the needs of the future. Big displacements are the order of the day in the battleship class, and the tendency is ever to increase displacement by a couple of thousand tons at a time. The idea was that there should be some sort of partnership between the Tanjong Pagar Dock Company and the Admiralty over the new dock. But it is now understood that rather than be hampered with a number of special conditions and limitations which the Admiralty lien on the dock might entail, the Company will undertake the entire cost, and with that, exercise full control of the dock in their own interests. If this decision has been actually come to, it is, we think, a sound one, and the revenues of the Company in the long run will reap all the benefit that is going.

COMMERCIAL.

SHANGHAI SHARE REPORT.

Messrs. J. P. Bisset & Co. report under date Shanghai, 16th inst., as follows:—Notwithstanding that the business days during the week have been broken into by the Interport Cricket Match, we have a good business to report in stocks generally, but as a rule, at declining rates, especially so in Docks. At the time of closing this, the market is quiet, with, we think, a tendency towards low rates. Indos opened on the 9th with sales for December at 71s. 6d. on the 10th October 51st shares were placed at 59½; on the 11th sales for December at 61. On the 14th shares were placed at 61. On the 15th cash shares were placed at 59½ and for October delivery at 59½ and 60, and at 61 for December. The market in this stock has been quiet during the week.

S. C. Farham, Boyd and Co.—There has been a very brisk market in this stock. On the 9th the market opened at 131½, 132 and 130 for cash, with sales for October 51st at 133 and 130, and for December at 134, 134 and 133 January, and 133 March. On the 10th at 127½ cash and 129 November, 130 December and January, and 132 March. On the 12th cash at 127½, 126 and 125. For October 51st 125 and 125 and for December, 127½, 128 January, 130; 128; 127½ March. On the 13th shares for cash fetched 123½ with sales for October, 125; 123; 122½. For December, 125, March 126½. On the 14th at 123½ cash and October delivery 126½ and 125 March. On the 15th cash 122 and 122½ and 120 October, delivery 125; 124 and 120 December, and 125 March. H. W. Ducks, are offering in the South at 510½ Shanghai and Hongkong Wharves. Business is reported at 11a. 25s. Yangtze, 11a. 19½.

TO-DAY'S EXCHANGE.	
ON LONDON, Telegraphic Transfer	110 9/16
Bank Bills, on demand	110 1/2
Credit, 4 months sight	111 1/2
D'ments 4 months sight	111 1/2
ON BERLIN, (demand)	11 1/2
ON PARIS, Bank Bills, on demand	2 1/2
Credit, 4 months sight	2 1/2
ON NEW YORK, Bank Bills, on demand	45 1/2
Credit, 30 days sight	45 1/2
ON BOMBAY, Telegraphic Transfer	140 1/2
On demand	141
ON SHANGHAI, Telegraphic Transfer	71 1/2
Private 30 days sight	72 1/2
ON YOKOHAMA, T.T.	91 1/2
Sovereigns, Bank's Buying Rate	510 5/8
Gold Leaf 100 touch, per tola	16 1/2
Bar Silver	88 5/16

OPIMUM QUOTATIONS.	
To-day's quotations are as follows:	
MALWA NEW	890/910
" LAST YEAR	840/990
" OLDEST	1,040/1,080
PATNA NEW	1,102 1/2
BEHAR NEW	1,102 1/2
BEHAR (PAPER)	740/830

To-day's Advertisements.

JUST OPENED AND NOW ON SHOW.

A MAGNIFICENT and Well Assorted Shipment of BONBONS and CIGARETTES of Latest Designs and Description. And also CADBURY'S ASSORTED CHOCOLATE in Fancy Boxes suitable for Presentations. Inspection is respectfully solicited. As us. at 10% discount for Cash. H. RUTTONJEE, No. 5, D'Agular Street, and 36 n 138, Elgin Road, Kowloon. Hongkong, 22nd October, 1903. [46]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:—

From London, &c., ex S.S. *Australia*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd October, 1903. [4]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE COMPANY'S Steamship

"HERMISTON."

Captain W. T. Bain, will be despatched as above on or about WEDNESDAY, the 18th November.

For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 22nd October, 1903. [1284]



THE POPULAR SCOTCH IS "BLACK & WHITE"

Indos opened on the 9th with sales for December at 71s. 6d. on the 10th October 51st shares were placed at 59½; on the 11th sales for December at 61. On the 14th shares were placed at 61. On the 15th cash shares were placed at 59½ and for October delivery at 59½ and 60, and at 61 for December. The market in this stock has been quiet during the week.

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Shipping- Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"PAK LING"	On 27th October.
LONDON & ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES & LIVERPOOL	"NINGCHOW"	On 15th November.
LONDON & ANTWERP	"ANTENOR"	On 24th November.
MARSEILLES, LONDON & ABERDEEN	"ULYSSES"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 5th January.

S.S. "NINGCHOW" left Victoria, B.C. on the 10th inst. for this port via Japan.
* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
	"PELEUS"	On 30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th October, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"HUPEH"	24th October.
CHEFOO and NEWCHOW	"PAKHOT"	24th "
WEI-HAI-WEI, CHEFOO and TIENTSIN	"NANSHAN"	24th "
MANILA	"TAIYUAN"	25th "
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	25th "
KOBE	"TSINAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly
qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st October, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Oct., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 31st Oct., at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 17th October, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, "
"INDRAVELLI"	4,899	R. P. Craven	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers	Captains	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 23rd Oct.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	SUNDAY, 25th Oct.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 28th Oct.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	THURSDAY, 29th Oct.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China
and Formosa, and are fitted with all modern improvements. Excellent accommodation is
provided for first class passengers, and a duly qualified doctor is carried.
All steamers carry the Japanese Mails, subject to periodical inspection by the
Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at
Kowloon, and all passengers, cargo, and mail, will be landed or taken aboard there.
By the Co.'s steamers, through Bills of Lading issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's
steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at
No. 5, Des Vaux Road.

T. ARIMA, Manager.

Hongkong, 19th October, 1903.

Shipping- Steamers.

CHINA NAVIGATION COMPANY,
LIMITED

HONGKONG-MANILA.
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong on Week

Days, at 7.30 A.M.; on Excursion Sundays,

at 8.30 A.M.; from Macao, Week Days at about

2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including

cabin and servant), \$3; Return Ticket, \$5;

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class

Single Ticket, \$2; Return Ticket, \$3. Return

Ticket including Tiffin and Dinner either on

Board or at Macao Hotel, \$5. On Sundays,

\$5 extra will be charged for each cabin with

accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 3½ hours to reach

Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above

on TUESDAY, the 27th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th October, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

H. S. Smith

3,876

SATURDAY, 24th October, at 11 A.M.

ROHILLA MARU

Ernest Bent

3,869

THURSDAY, 29th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House

Street.

K. NAKASHIMA, Manager.

Hongkong, 20th October, 1903.

EXCURSION TO MACAO.

GRAND PROCESSION.

THE Fast Steamer

"TAI ON,"

will make a Special Excursion Trip to Macao

on SUNDAY, the 25th October, leaving

Hongkong at 9 A.M. from the Tung Yick

Wharf (beyond the Canton Wharf), and re-
turning from Macao at 8 P.M.

The Amateur String Band will play a few
selections during the Trip.

Return Fare \$1.00
Tickets to be had on board or at
Messrs. RITCHIE & CO.,
39, Des Vaux Road.

Hongkong, 20th October, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"KURDISTAN" 29th Oct.

"RICHMOND CASTLE" 10th Nov.

"ORONO" 19th Nov.

"ORO" 1st Dec.

"LOWTHER CASTLE" 12th Dec.

"SIKH" 22nd Dec.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 16th October, 1903.

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MAN-
ZANILLO, MEXICO AND
SAN FRANCISCO.

THE Steamship

"CHINGWOW,"

Captain Parkinson, will be despatched for the

above Ports, on WEDNESDAY, the 4th Novem-
ber, at Noon.

For Freight, apply at the Company's Office,
No. 20, Des Vaux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 9th October, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain S. J. Payne, will be despatched as above

TO-MORROW, the 23rd instant, at 4 P.M.

For Freight, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th October, 1903.

FOR SINGAPORE AND CALCUTTA.

THE N.D.L. Steamship

"FREIBURG,"

Captain Frisch, will be despatched for the

above Ports TO-MORROW, the 23rd instant,

at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th October, 1903.

FOR YOKOHAMA AND KOBE

THE H.A.L. Steamship

"SUEVIA,"

Captain Borck, will be despatched for the

above Ports, on FRIDAY, the 30th instant,

at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th October, 1903.

FOR CHEMULPO, DALNY AND PORT

ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the

above Ports, on SUNDAY, the 1st November,

at Daylight.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st October, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the

above Ports, on WEDNESDAY, the 18th

November, at Noon.

This well-known Steamer is specially fitted for

Passengers, and has a Refrigerating Chamber,

which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 21st October, 1903.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-
ing undelivered after the 24th instant will be

subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the

30th instant, or they will not be recognized.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on the 23rd instant, at 4 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th October, 1903.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H.A.L. Steamship

"SEGOWIA,"

Captain Frisch, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

take immediate delivery of their goods from

<

To-Day's

To-Day's

LAST DIVIDEND	10-DAY QUOTATIONS.
1.10/- @ 1/8-\$18 for half- year ending 30.6.1903	\$63 1/2
64 for 1902	\$20 b.
ANNCES.	
1/--\$32 per share for 1902 ...	\$492 1/2 b.
for year ended 30.4.1902 ...	\$604 ss.
1/-making 1/2 for 1902.	Tls. 216
for 1901	\$135
per share for 1901	\$190 b.
ANNCES.	
1/-share for 1901	\$120
are for 1901	\$90 b.
a.	
1/-half-year ending 30.6.1903 ...	\$114
1/-per share for 1900.	\$81

for 1900.....	\$70
for year ended 30.6.1903.....	\$30 b.
% for year ending 30.6.1903.....	\$26
30.6.03.....	\$16
of 6d. for 1902.....	£1
of 2 % for 1903.....	Tls. 38
of 3 % = Tls. 200.....	Tls. 56
of 4 % = Tls. 1.75.....	Tls. 50
ES.	
making \$12 for 1901.....	\$97½
rate for 1897.....	\$10
% for year ending 30.6.02 ...	Tls. 60
0.	
	\$1½
rs. 30 making Fcs. 60 for 1902.....	\$600 a.

1/4 per share 28.1.01	\$8
1/6 per share 10.10.02	Tls. 6.50 ea.
AND GODOWNS.	
1/6 for 1 year 30.6.03	\$200 b.
Tls. 8 making Tls. 15 for year	
30.6.03	Tls. 118 b.
5/21 for 1903	\$88 b.
1902	\$371
5/21 for 1903	Tls. 217 1/2 ea.
AND BUILDINGS.	
cents per share for 1902	\$94

share for 1902	\$35 sa.
of \$14 for 1903	\$52 b.
for 1-year 1903	\$149
for 1-year ending 31.12.1900	\$58
year ending 30.6.03	\$284 sa.
year ending 31.3.03	Tls. 15 sa.
ir	Tls. 35
nt. for 1902	\$11 a.
of 6 % for 1903	Tls. 100 b.
MILLS.	
60 cents, making \$1 for } 1903	\$144 b.
period ended 31.10.97	Tls. 524 sa..

div. 5% on account of 1900	118 35
div. of 4% on acct. of 1898	Tls: 35 84
period ended 31.12.00	Tls: 203
COMPANIES	
year ending 30.6.1900	\$250 b.
	\$15 h.
of Tls. 3 per share	Tls. 51 4
ANNUOUS.	
.20 per share for 1902	523 6
or	30 4
of 5% for 1902	144 84
share for 1903	78 8
for year ending 30.4.1903	\$12 4

and 1% bonus for 1901	\$140 b.
002	\$145
ent=\$3.75 for 1902	\$476
of \$4 for 1903	\$350 a.
year ending 31.11.1902	\$320 a.
for year ending 31.7.1902..	\$13 b.
nt.=S14 for 1902.....	\$40
\$24 for 1902	\$10 a.
.....	
	\$51 a.
} for years ending 31.5.03...{	\$9 b.
	\$200 b.
of 6%	\$51 b.

for nine-year 1903..... \$50
 year ended 30th 1903..... \$100
 Dividend of Tls. 74 paid..... \$81
 1903..... Tls. 272 1/2
 \$50
 BENJAMIN, KELLY & POTTS,
Share Brokers.
 =sellers, sa.=sales.

OFFICES: 3, DUDELL ST.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG.

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS

FAMED FOR
SHIRTS.
28, Queen's Road.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Eau de Soies, Glacés, Foulards, Chenges; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris-Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked; Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-ettes in large variety.

LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Scillecius, Black, Backs, &c.

WM. POWELL, LTD.,
DRAPERS.

Arrival of our
SECOND SHIPMENT

CHOICE GOODS.

The very latest in Winter Jackets,
Opera Cloaks, Lace Berthas, Stoles, Rich
Furs, Dress Nets and Chiffons.

NEW GLACE SILK

Warranted not crack or split.

BOYS' & GIRLS' BOOTS.

Lawn Mowers, Garden Syringes,
Household Utensils of
every description.

TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

VELVETS, VELVETEENS

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Fascinators.

BED AND BEDDINGS.

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots, Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep., Gingham, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels, Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$360.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps; Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, Chimney and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, OROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

FANCY LEATHER GOODS.

For Presents, Silver, Ebony and Ivory Manicure Sets.

OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-made.

GARDEN TOOLS.

Iron Wire and Rubber Door Mats.

TRUNKS.

Cabin, Overland and Storage Trunks, Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

LADIES' HAT BOXES.

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HICKORY,
Manager.

October 21th.